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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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GERMANY (Russian Zone)

NAVAL/ECONOMIC

Proposed building of a new canal between ROSTOCK and RIBNITZ

1. The Council of Bezirk ROSTOCK, at the suggestion of the SED Bezirksleitung, has drafted a plan for a canal between ROSTOCK and RIBNITZ. Proposals for such a canal have been put forward at intervals since 1864, and the latest one, that of 1919, is the basis of the following

50X1-HUM

(a) Course of canal

The canal is to begin at BREITLING near the Schnatermann forest farm, and to run to the entry of the existing so-called Forstkanal into the RADELSEE. Thence it follows the Forstkanal to MARKGRAFENHEIDE about 500 m NORTH, and across the RADEL meadows to MOORHOF (6 km) where the canal meets the terminus of the so-called Forstkanal. At MOORHOF the canal cuts through the forest at its deepest point, crosses the HINRICHSBACHEN-GRAAL-MURITZ highway to the low-lying ground of the STROMGRABEN. After about 12 km the canal reaches GELBENSANDER Forest and about 16 km further on the KÖRKWITZBACH valley. It follows this and finally enters the RIBNITZER See 21.2 km farther on S.E. of KÖRKWITZ village. It was not judged expedient to let the canal follow the Forstkanal between 3 km and 6 km, as the danger of silting up during spring tides is present. Furthermore, the Forstkanal dykes would have to be removed, entailing no net saving. The decisive factor in the choice of this course, once the BREITLING and the RIBNITZER See had been chosen as natural termini, was the aim to construct the canal at the lowest cost, i.e. with the least excavation, so it had to run across the lowest-lying land.

(b) Canal ships

It was assumed from the start that the ROSTOCK-RIBNITZ canal would take ships of 400 tons even during low-water periods. Besides this, at least at mean water level traffic should be possible for ships of 600 tons. The channel should accommodate, at one time, one 600 ton and two 400 ton ships. A ship of 400 tons and one of 600 tons will have passing places, including one each at MOORHOF, TORFBRÜCKE and NEUHEIDE. The distance between these would be some 5 km.

(c) Water level

Mean water level of the BREITLING is the same as that of the RIBNITZER See (0.11 m mean sea level). Both water basins have an outlet to the Baltic. Their rise and fall are therefore almost simultaneous and result in the same volume in both basins. Stronger currents necessitating construction of locks are not anticipated in the canal. Dykes will protect the low-lying ground. From the practical experience we have had with Baltic spring tides it should be sufficient to heighten the dykes to 2.50 m, which is practicable with the available earth.

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Stronger currents only occur from November to January and are not harmful to shipping, which in any case has ceased at that time. Low water periods have a greater influence on navigation.

(d) Drainage installations

The main water courses which affect the canal are the RADEL, the STROMGRABEN and the KORKWITZBACH, and they will be fed into the canal through conduits. At the Ribnitzer end of the canal it may be possible to protect the KORKWITZBACH valley against high tides in the RIBNITZER See with a dyke. Through sealing off the high waters considerable damage to meadows and forests by sea-water flooding could be avoided.

(e) Canal channel (Kanalquerschnitt)

The deepest point of the canal bed lies at 2.78 m mean sea level, while the average breadth of water surface amounts to 36.30 m.

It would be expedient to construct a ledge about +1.0 m high to permit towing.

(f) Bridges

Metalled roads over the canal are planned at four places:

- i) Hinrichshagen-Warnemünde road at MARKGRAFENHEIDE.
- ii) " - Graal " " TORFBRÜCKE.
- iii) Hirschburg-Müritz " " "NEUE HEIDE".
- iv) Ribnitz-Körkwitz " " KÖRKWITZ.

5 or 6 footbridges should be enough for the forest paths crossing the canal.

All bridges should give 4.0 m clearance above average water level.

Their supports should leave the entire shipping space clear.

(g) Other installations

Several wharves for loading wood and other goods, if possible in conjunction with the planned "passing places".

(h) Management and upkeep of the canal

Using steam tugs the length of the canal passage is about four hours. Constant supervision of the canal is necessary. A

Canal Master and 5 inspectors have been planned for. Maintenance of the canal consists mainly of maintaining the banks (Böschungen), removing any obstacles which turn up in the canal and vegetation, maintaining the towpath and the pile work at the wharves. Dredging will seldom be necessary.

(i) Costs

Total anticipated costs were 850,000.— DM, and would now be roughly 8 to 10 times higher.

Plans are not available, but modern ship measurements would now require a larger channel and 4.20 m bridge clearance over mean water level.

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2. [redacted] this route for the canal will only benefit ROSTOCK itself, and [redacted] the following alternative proposal for canal route (making fullest use of existing waterways) to serve the agricultural and industrial regions of MECKLENBURG as a whole, which has hitherto not been opened up to water traffic:-

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Course of canal

Use of navigable stretch of the WARNO, from ROSTOCK to BÜTZOW, thence through the [redacted] canal to GÜSTROW. From GÜSTROW in an Easterly, then in a NORTH-Easterly direction following the AUGRABEN, which enters the RECKNITZ at LAAGE. From there along the RECKNITZ, which would have to be made navigable. The following towns would then be opened up to water traffic:

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- 1) MARLOW (without rail connection)
- 2) BAD SULZE (without rail connection)
- 3) TESSIN (of great importance for the onward despatch of sugar beet)
- 4) LAAGE
- 5) GÜSTROW
- 6) BÜTZOW
- 7) SCHWAAN

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